TO-DAY; NOT SO COLD. HIGH, NORTHWESTERLY WINDS, SLOWLY DIMINISHING. FAIR WEATHER

# IN THE STORM KING'S GRASP.

Richmond Feels Its Pinch in a Blizzard That Will Be Historic.

## SNOWS FOR FIFTY-FIVE HOURS.

Reaches a General Depth of Seventeen Inches and Drifts Many Feet Deep.

CLEAR AND COLDER WEATHER TO-DAY.

This the Prediction, While Warmer Conditions Will Prevail To-morrow-Many in Want of Coal-Railroads Blockaded, Telephone Lines Down, Street Cars Not Running, and Schools Closed.

The great snow-storm of February, 1899, which will go down in history as the al of the memorable one of 1857, in which many lives were lost, is over,

ow, after a continuous fall of more than fifty-five hours, ceased about o'clock last night, and before midnight the stars were shining brightly. Clear and slightly colder weather is predicted for to-day, but it is expected that it will become

The depth of the snow on a level is 17 inches, but it has drifted in many places ranging from three to eight feet or more. The street-cars have not run n; no trains are arriving or leaving the city, except a few local ones; the river is closed to navigation by ice; the schools have suspended until the are improved, and very little business is being done, except in storm

The cify is fortunate in being well supplied with fuel, though great difficulty is experienced in delivering it, and there is no danger of a food famine. There is plenty of cured meat here to last at least a month; plenty of breadstuffs; no lack of general groceries, and though there may be a little scarcity of beef and vegetables and country carts come in, there is enough fresh pork here for a week

Every effort is being made by the Citizens' Relief Association and the city authorities to relieve suffering, and if those in need will make their wants known they will be supplied as quickly as possible.

days or two weeks, of which there is nelikelihood, there will be no scarcity of the last the dealers are concerned

One or two firms report a short supply of

Many consumers hauled their own coal from the yards. Teams were hard to get anywhere. Barrows, sleds, even bags and

buskets, were used by those who were

One of the laughable instances of the

lay was the sight of one of the well-known merchants of Richmond riding up

known merchants of Arcan when we would across the back of a dilapidated mule. Neither love nor money could get the fue home in a better way, and his coel-bit was empty. The dealer could only furnish

In many houses lack of coal created a

very serious situation. Fires in many cooms had to be abandoned, and entire

es occupied a common living-

generally the dining-room or kitchen Barrels and boxes made good fuel. At on

Marshall-street boarding-house the fenc

was torn away and burned, there being

It was families in the condition of thes who were most insistent at the coal-leaf ers' offices. They had the money to buy

the only difficulty was in securing trans

portation. There was something of humoi in the situation. But in many house

in the situation. But in many house-there were naked coal-bins and empty

pect of warmth until the sun came out

and the ice and snow went away. There was, and is, a great deal of suffering among the poor. Every effort is being

The Citizens' Relief Association is help

ing many families. At the headquarters of the association, at the Security Bank

vesterday, many stories of suffering wer

had wagons and carts running delivering

A great many cases were relieved, Lack of fuel creates the most suffering. However, there is much general destitution. The society relieves such cases, but devotes itself chiefly to making its beneficiaries warm. It is realized that never

fictaries warm. It is realized that neve before in the history of the society hat such need of rapid and efficient work ex-

readiness to contribute to the relief of

While the lack of fuel and efforts to re lieve this condition were the most salient

MANY REMARKABLE SCENES.

Many a household had no

isted. No effort will be spared to those who cannot help themselves.

Throughout the day the

supplies, chiefly coal.

no other fuel to be had. THE SUFFERING POOR.

and sack, and the merchan

general weather conditions, expected a

heavy storm. They did not expect such a one as came. It did not let up till mideight Saturday. Early Sunday it began again. The snow fell more rapidly than on Saturday, It

kept it up all day. Every hour the storm waxed in fury. At dark it was raging began. At midnight it had lost none of its fury. At daylight it still raged as though a fresh start had just been taken. At noon none of its fury had been lost; at 2 o'clock it was as bad as ever; at 6 o'clock it began to show signs of abatement. At 9:30 o'clock it had stopped, but the sun had gone down behind clouds as heavy and as angry as those which hid the face of Heaven when the great storm began two days before.

SIGHTS AND EXPERIENCES. The sights in Richmond and the experiences of Richmond people during the storm were such as were never known ever shown such fury, has ever creared more winespread incon-venience. None has ever so nearly com-pletely shut Richmond off from the out-side world, or so absolutely stopped atreet-car travel. Lastly, but in no sense of least importance, so much suffering was never caused by a snow-storm in

Passage along the streets at any hour of Sunday or yesterday was well-nigh an impossibility. The high wind that prevailed during the storm caused drifting that almost equalled, if it did not exceed, that of 1857. Early Sunday morning the curbstones disappeared. The during wayfarer had to keep close to the walls to make sure of not stepping into banks be-

yand his knee in depth. Church-goers escaped such discomforts ing the car-lines. After 1 o'clock scape was not possible. There were no cars outside the sheds, or the few scattered along the lines unable to get home. During the afternoon all these derelicts were gotten in by the help of

the plows. They did not come out again.
Driffing snow covered the tracks as fast
as the plows cleared them. It was labor
lost to attempt to keep the lines open. SLIM CHURCH ATTENDANCE. Sunday night at was nearly

and many churches were not those who cannot help themselves. Man citizens have informed the police of the stor himself.
were few persons on the streets.

There were few persons on the streets.

Only business of a pressing nature brought people out. Many sleighs were soon in evidence. The jingle of the bells was pretty music, but if did not reduce the temperature, nor lessen the storm's fury. Cabs were much used during Sunday and Sunday night, and the same was true, in a measure vestorday.

While the lack of fuel and efforts to relate the this condition were the most salient and probably important features of conditions in Richmond during the prevalence of the storm, there were many things novel and remarkable. Grocerymen delivered goods until noon Sunday, Many articles purchased Saturday night were a measure vestorday.

But the liverymen sent their drivers and borses out under protest. It was weather that made shelter for both an absolute resulty. Yesterday prices were put up order to lessen the demand. It had the desired effect, and few animals were sen on the streets, save the mules attached to carts hauling coal.

THE RUSH FOR FUEL.

The coal carts broke the tracks on nearly every street. Early in the morns, while the streets. Early in the morns, which was there was hard frozen. No

The coal curts broke the tracks on near-the coal curts broke the tracks on near-y every street. Early in the morn-mark while the storm was at the height of its fury-if there were periods of re- of supplies purchased was almost inva-

laxation—the demand upon the dealers rishiy late. Many a household had n for coal began. Nothing like it was ever meat for dinner, though porterhouse was in Richmond before. The offices of ordered.

consumers the means of keeping up the !

the coal and wood firms were besieged all day. Nearly everybody scemed out of fuel, or nearly so, or fearful that his supply would be exhausted before better The demand was not supplied. Every prived of telephone connections. Both the telephone companies had forces at work The demand was not supplied. Every telephone companies had for the firm worked its hardest to fill orders. throughout the day repairing breaks. The perfection. Bettles we have possible means was used to get to Southern Bell Company had twenty extra band and star label.

by reason of the extra men, probably, but it was not perfect, though good under

Work at the ship-yards was suspended yesterday on account of the snow. It will not be resumed until there is a great improvement in weather conditions. furnace coal, and several say the same of their stock of wood.

Prices were advanced only to cover the increased cost of delivery. This was in some instances considerable. was a practical suspension at the Lecomotive-Works also, and at all the manufacturing establishments. So many business-houses were closed that signs stating the contrary were ne

> THE STORM OVER AT LAST. Clear and Colder Weather To-Day But Warmer To-Morrow.

"The storm is over. It will be clear and perhaps a little colder to-morrow (Tuesday), but we expected warmer weather Wednesday morning." This very gratifying assurance

given to a Dispatch reporter last night by Mr. O. P. Leisenring, assistant direcfor of the Weather Bureau here. The observer was examining the telegraphic reports just received from other weather bureaus, preparing for the Issuance of

his map this morning. "The storm," he said, "has been very general all through the Gulf States. The snowfall in Virginia is probably heavier than in any other Southern State. The cold wave, for which we may look, is the effect of the high barometer following in the line of the Gulf storm. When it begins to turn warm we may hardly expect any more cold weather from this cause for some time.

"If the snow melts rapidly," continued Mr. Leisenring, "we may expect a big freshet in the river. There has been very little rise above here as yet, practically none, in fact, but when it does come, our people will have to be on the lookout." Mr. Leisenring made his last observation at 8 o'clock, and found the snowfall to be seventeen inches.

After a delightful stay of several weeks at home, Miss Egberia Olcott has return ed North for quite a long visit, sincerely to the regret of a host of friends.

## The Weather.



WASHINGTON, February 13.-Forecast for Tuesday: For Virginia-Fair weather; not

so cold in northwest portion high, northwesterly winds, slowly diminishing.

For North Carolina-Fair weather; not so cold in western and central portions; diminishing, westerly winds.

For South Carolina-Fair weather; no so cold; diminishing westerly winds.

THE WEATHER IN RICHMOND YES-TERDAY was snowy, windy, and cold Snow ceased falling at 9 o'clock P. M. and before midnight the stars were hining brightly. State of thermometer:

6 A. M...... 9 A. M.....

12 night...... Mean temperature .....

Astonishing Champagne Figures. 85.85 cases, or more than one half of all other brands, were imported in 1898 of G. H. Mumm's Extra Dry, the standard of perfection. Bottles will bear green neck-

# THE DODGE REPORT.

Summary of the Observations of the Commission.

## ALGER CLEARED OF CHARGES.

War Department, However, Lacked Complete Grasp of Situation.

MILES PRONOUNCED DERELICT.

Be Remedied-Suggestion That the President Should Appoint a Nev

of March 9, 1898, was not made availab

supply the rations prescribed by law of the transports and at the camps. No reriverated beef treated by any chem

The Signal Corps-Highly commended. The Pay Department-Performed labors promptly and efficiently. Engineer Department-Highly praised for its services.

The Ordnance Department-Untiring in its work before and after the war.
The Medical Department—Criticised for hortcomings in administration and ope-ation, but commended for a vast deal of

CAMPS GENERALLY GOOD. The Camps. The sanitation, while far from perfect, was as good as might rea-sonably be expected. Chickamauga, Alconably be expected. Chickamangs, x-er, Miami, and Tampa are pronounced insatisfactory. Montauk is credited with being an ideal place for the isolation of rcops ill with contagious diseases. The discretare commended.
General Conclusions—The result of the

ampaign was the complete realization of he several objects contemplated.

The most significant utterance in the whole document, so far as concerns the liscipline and efficiency of the army,

NEW GENERAL NEEDED. "For many years the divided author and responsibility in the War Depa the interest of the service, a remedy, posible, should be applied. The Const cution makes the President the er-in-chief of the army, and he car tary of War, who has his confidence, and who is his confidential adviser. The comding general is assigned to duty as

such by the President. "The President must have the same power of selection of his general-in-chief is he has of his Secretary of War, Without this there can be no guarantee that he will give, or the Secretary of War will lence which is necessary to perfect harmony. Neither the President nor the Secretary of War should have in the command of the army an officer who is not working in harmony with him."

ALGER ON THE DEFENSIVE.

He Conducted War Department Best of His Ability. NEW YORK, FEBRUARY 13.—Secre

tary-of-War Russell A. Alger, who came here yesterday to attend the Lincoln dinner of the Union League Club, will leave for Washington at midnight to-night. In regard to the report of the War-Investigating Commission, Secretary Alger said that he would rather say nothing about it until he had read the entire re-General Alger, however, said that he

had carried on the work all the way 'During the war," said the Secretary,

when we had so much to do, criticisms when we had so much to do, criticisms began to appear in some papers. When this happened I gave orders that those papers should not be sent to me, as there was no time to waste. My first duty was to conduct the affairs of the department STORMS CAME UP. General Alger compared the department with a large private business, saying that

unforseen things happened in the department, just as happen in a large private business. Storms came up which could not be prevented. "Sometimes the manager of a private business," said the Secretary, "has looked over the field, and believes he has d and fulthful helpers. Then he learns

government department. Though the work of the War Department was difficult, I carried it on as was my duty, to the best of my ability."

When asked about the criticism by the War Department of General Miles, Secretary Alger asked to be excused from talking about that.

SUCCESSOR TO MILES. Secretary Alger said in connection with

ould sell them after importing them and

ither pay duty on the goods,

"Of course," said he, "the 'reconcenrados' were largely driven into the large ties, but we cannot find anywhere near e number of men we expected to find. week, told us that that town ed with women and children, but that here were no men there. They are not the country districts, as far as we can ,000 men, but this does not account for the thousands who are not to be found. They are not with Gomez, and it is yet be learned where they have disappear-

## REPORT MEETS EXPECTATION.

It Was Appointed to Whitewash and It Has Whitewashed,

WASHINGTON, D. C., February 13.— Special.)—There were only brief sessions f the two houses of Congress to-day, hat it occasioned little discussion. The xisting blizzard kept a large number of ne members away from both houses, and t was difficult to get an expression of opinion as to the popular verdict on the Var Commission report. Members of Congress and others with whom I have onversed are unanimous in the opinion but the committee has served the endhat the committee has served the ends

A FRAUD FROM THE BEGINNING. A southern member of Congress said: 'It was exactly what I always believed t would be. It was intended to yindicate the War Department and cover up their shortcomings. It was a fraud from the beginning of taking the testimony. It was clearly to be seen that the witnesses sum-moned all testified in behalf of the adninistration. The report published to-day outhern member of Congress. We have il along known the object of the com nission. It was to bolster up the admin-stration, and it has fulfilled, in its disgraceful report, the mission for which it

ALGER RELIEF ACCOMPLISHED. Speaking of the report, a Washington evening paper has this to say: "It may confidently be asserted that no investigating board known in American history has met public expectation so thoroughly is the Aiger Relief Commission. It was appointed with difficulty (as the President could be the first to admit) but would be the first to admit), but once or-ranized, it never deviated a hair's-breadth rom the straight and narrow path which eads to official favor. Its business was to whitewash Alger, and Alger has ac-cordingly been whitewashed. He stands before his fellow men this afternoon as pure as the blizzard, and quite as harm-

#### FIRE AT CREWE. Bank and Several Other Buildings

Burned. PETERSOURG, VA., February 13.-(Spe-

cial.)-A letter received here announces that the Bank of Crewe, at Crewe, was totally destroyed by fire yesterday, and that several other buildings were burned bank building was insured in The bank building was in the fire is said to Petersburg Savings. The fire is said to have originated in a room occupied by Conductor Farley, of the Norfolk and Western. The loss of the bank will prove though its funds. a serious inconvenience, though its funds, books, and property were saved. STREET STREET, COMPANY

The Grip Cure That Does Cure. Lexative Bromo Quinine Tablets removes the cause that produces La Grippe. The genuine has L. B. Q. on each Tablet. Ze

that he has been incorrect in his thought and that some of his men have not prove true. These are generally unforses things, which will happen in any larger rivate business concern as well as to:

Angostura Bitters is known as the great regulator of digestive organs all over the world. Have it in your house. Ask for the genuine article, manufactured by Dr. J. G. B. Siegert & Sons.

# THE RAILROADS TIED UP.

# Richmond Almost Without Connection With the Outer World.

## THE COAST LINE ABANDONS ITS ROUTE.

Fredericksburg Gets One Train Through, and the hesapeake and Ohio Sidetracks Its Flyers.

## SOUTHERN RAILWAY OPERATES TO DANVILLE.

No Street-Cars Running in the City Since Sunday--The Tracks Covered Deep -- Scrapers to Be Put to Work at Daybreak and Cars May Run Before Noon To-Day.

that there was a drift at Trevillians, just this side of Gordonsville, and harbinger of trouble to come, the merorders were promptly issued for the two chants in the low-lying district think, trains to lay off at Charlottesville, where housed. General Manager Stevens was in tending to the transportation

Three big mogul engines were sent out from Charlottesville to make an attempt to break through the drift at Trevillians. and it is not known what result attended their effort. Train No. 1, for the West, which was due to leave here at 2:15 yes It carried a large number of men with picks and shovels to assist in opening a through the drift at Trevillians, and had reached Gordonsville at midnight. The train for Newport News left on time yesterday afternoon, though it was re-ported that a large drift had formed at williamsburg, and reached its destination at 7:30 o'clock. Train No. 3, which left Newport News in the early afternoon, was still struggling in the snow at midnight, but arrived here about 1250 o'clock this morning. It brought no passengers.
On the James-River Division of the Chesapeake and Ohio no trains are now running to Richmond. The last train into the city arrived early yesterday morning, and none have since been sent out. The line is open, however, botween Lynchburg and Clifton Forge, and the regular number of trains are being operated between those two rives and the city. running to Richmond. The last train into those two places,

BUT ONE FROM THE NORTH. The Richmond, Fredericksburg and Poo'clock Sunday afternoon, and was sche-duled to arrive here that night at 7:15. It encountered drifts all along the line, and was frequently forced to stop long Seeing the impracticability of operating its trains, the Richmond, Fredericksburg and Potomac management decided to abandon the route temporarily, and all

tion with the Richmond, Fredericksburg and Potomac, had the same trouble. Its line between here and South Rocky Mount is blocked, and all troins have been abandoned. None of their trains reached the city yesterday, and none are trying CARING FOR THEIR PATRONS.

The last train to come in from the South reached here at 10 P. M. Sunday,

and the passengers bound for northern points were unable to proceed further. The passenger department promptly saw to the needs of their patrons, and in conto the needs of their patrons, and in con-junction with the Richmond, Fredericks-burg and Potomac, the passengers both from the South and from the North were taken to the Jefferson and to Murphy's Hotel, where they are being cared for at the expense of the two companies until they can proceed on their ways. The traigs over the Const-Line from the South trains over the Coast-Line from the South were not allowed to come further than South Rocky Mount after it became evi-dent that they could not reach this city. and there also the passengers are being cared for by the company. The operators report that all along the Coast-Line tracks between here and Weldon there is snow to the average depth of 28 inches
The Seaboard Air-Line, which comes
through this city over the tracks of the

Richmond is practically cut off from | Atlantic-Coast Line from Weldon, has not

ad gradually forced its way. The train the here from Danville at 626 P. M. got

trains as far as Charlottesville the news their portable stock to the second stories. An ice-gorge in the James is always a

TICE-GORGE OF 1879. James river has been gorged here several times in recent years, notably in 1833 and once since, but the most serious trouble of this character encountered in a quarter of a century was in 1870. Of this Colonel H. D. Whitcomb made the

following report to Colonel Craighill:

"An ice-gorge unusual in this vicinity occurred in January, 1879. The river closed with ice on the 3d and remained so until the 10th, when the Old Dominion steamship Wyanoke cut through to her At this time the ice is reported to have been six inches thick. Rain had fallen on the 8th and 9th, and after the ship arrived broken ice began to come from above in large quantities. in the river above was not serious, being only five feet at the Belle-Isle Works, but owing to a gorge of ice eleven miles below the city the river at Rocketts rose rapidly, and on the 11th was fully fifteen rapidly, and on the lith was tuny inteent feet above high tide. There was no considerable current at any time during this rise. Another rain fell on the 12th, which brought down more ice, but in the mean time the river had fallen several feet at Rocketts, and the later rise was

not so great as on the 11th.

where another gorge occurred of more limited extent. The bend cut-off at Dutch Gap was also much obstructed. On the 15th the Old Dominion Steamship tomae railroad did not get any of its Company attempted to break through the trains into the city Sonday night. The pack with their iron shins Wyanoke and trains into the city Sunday night. The pack with their iron ships Wyanoke and last train to arrive here from the North Richmond, the former from above, the last train to strive here from the Notte Richmond, the former from above, the came in shortly after 5 o'clock yesterday morning, and stalled opposite the freight depot on Broad street, where it still remains, notwithstanding the combined of abandoned the effort. The Wyanoke, and abandoned the effort. The Wyanoke, and the combined of forts of three engines to move it. This sharp built side-wheel ship, spent the train left Washington shortly after 4 15th, 16th, and 17th in the pack, and broke through on the 18th, and was met by her companion ship, Old Dominion, in the ice at Varina. The latter came to the city the same day without serious impediment. The ice was probably eight feet thick in places, and may have been more, for some of it left on the dikes was nearly nine feet thick on the 22d." The post-office employees were all at orders for the movements of trains were their accustomed places yesterday, and The Coast-Line, which works in conjunc- there was one delivery of mail. There was no necessity for any more, for none was brought to the city. The last mail from the North came in over the Richmond, Fredericksburg and Potomac train, which arrived ten hours late, at 5 o'clock in the morning. Train No. 78, over the Coast Line, arrived Sunday night with the last

mail from that section, and the Southern trains were the only ones bringing mail to the city yesterday. Absolutely no ef-fort was made to get the mails out of the city, for no trains were running at all regularly, save over the Southern, and there was no certainty that they would get more than a few miles from the city. The express companies were unable to get any of their packages through, but there were some few packages on hand which had not been delivered, and the wagons of the Southern were out with aiz horses to each, delivering perishable freight. There was absolutely no shipping from the city yeaterday, and most of the business houses closed their establishments and gave their employees a holiday. Indeed, many merchants did not

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day. Indeed, many merchants did not come down town. The railroads were not attempting to run freight trains over their lines, and while the depoits were kept open for the reception and delivery of freight, but few wagons put in an ap-pearance at them, and the clerks and